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29 December 1980

USSR Report

TRANSPORTATION

No. 30

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AIR

USSR, LIBERIA SIGN AGREEMENT ON CIVILIAN AVIATION LINK

Moscow VOZDUSHNYY TRANSPORT in Russian 28 Oct 80 p 3

[Article by I. Grigor'yev: "Signing of the Agreement"]

[Text] On 24 October at the Ministry of Civil Aviation an intergovernmental Agreement on Air Travel between the Soviet Union and the Republic of Liberia was signed. The agreement was signed by S. Pavlov, deputy USSR minister of civil aviation, and D. Marcus Kelly, temporary charge d' affaires of the Republic of Liberia in the USSR.

Thus the Republic of Liberia had become the 93rd country in the world to reach an intergovernmental agreement with the Soviet Union on air travel.

Liberia is a small country on the western tip of the African continent whose civil aviation is still going through the formative stage. As we know, the Soviet Union attaches great importance to the development of air travel with the developing countries. Thus, Liberia has become the 34th African country with whom the Soviet has concluded an agreement in the field of civil aviation.

According to the conditions of the agreement signed Aeroflot and the national aviation company of the Republic Liberia are granted equal rights to work the air routes connecting the capitals of our country, Moscow and Monrovia.

Speaking at the signing ceremony, S. Pavlov said that any agreement concluded on behalf of the government is a significant step forward in the development of economic, trade, and cultural relations among countries. Such agreements are particularly important in the area of air travel in those cases where the countries are thousands of kilometers apart in territory. Experience shows that aviation ties frequently give impetus to the development of other contacts between peoples in all areas of cooperation.

Now that the agreement has been signed, S. Pavlov stressed, we must go forward to carry it out as quickly as possible.

In his responding statement, Mr. D. Marcus Kelly expressed satisfaction that he was able to sign his name to this agreement, one which will unquestionably be very important for the Republic of Liberia. Mr. Kelly also remarked that the agreement signed will help strengthen friendship and cooperation between our two countries and expressed his hope for successful development of Soviet-Liberian relations in the field of civil aviation.

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CSO: 1829

AIR

RESULTS OF OPERATIONS TESTING OF NEW YAK-42 PLANE REVIEWED

Moscow VOZDUSHNYY TRANSPORT in Russian 1 Nov 80 p 2

[Article by V. Patsiya: "A New Airliner Tries the Skies"]

> [Text] "In air transportation a broad program will be carried out to supply passenger airlines with a new generation of modern, comfortable aircraft." (From the document "Basic Directions of Development of the USSR National Economy for 1976-1980")

One of the final meetings of the commission on operations testing of the Yak-42 airplane has been held at Bykovo airport. The day is not far distant when the new airliner will make its first scheduled flight with passengers on board. But at this meeting representatives of all the involved organizations — the Ministry of Civil Aviation, civil aviation scientific research institutes, operations enterprises, experimental design bureaus, and manufacturing plants — gathered to evaluate the progress of testing and the readiness of all services to operate the aircraft.

There are clearly marked leaders in the future family of Yak-42 airliners. These are aircraft which went through practically the entire program of testing for both number of hours tested in the air and number of landings. The others are being brought up to these marks. The Yak-42 also has its own standard, a machine in whose design many criticisms made by specialists in the course of testing have been considered. All the aircraft will be brought up to this standard.

There were many criticisms. Specialists of the aviation engineering services imposed high requirements not just for the reliability of the airplane's systems, assemblies, and parts but also their suitability for technical servicing. Attention was called, for example, to details such as the fact that to replace a filtering element of one of the units the entire filter had to be removed, which was inconvenient and required extra work. Another detail was the ladders used for technical servicing of the aircraft; they were inconvenient and unstable. These problems, which seem minor at first glance, will be very significant for improving the quality of aircraft preparation and reducing downtime for technical servicing.

Flight personnel were equally attentive to the aircraft and their working position, the pilot's cabin and the arrangement of flight instruments.

Technical and flight documents are being refined parallel with improvements in the design. Certain points in the Flight Manual and the control cards and technical servicing charts are being written more exactly. By the time the aircraft goes into operation it will meet all the norms of flight performance completely. The aircraft will not be given its certificate of flight suitability and permitted to carry passengers, freight, and mail until the affidavits of state and operations testing containing flight and engineering evaluations of the aircraft, a list of further refinements, and other documents are submitted. Therefore, the meeting of the commission called special attention to the need for timely preparation of affidavits on testing results.

Incorporation of new machinery is an important job. The primary moment in this work is when the aircraft is ready to use. But it is equally important to train the crews of the Yak-42 technical personnel, and the production base for regular flights. Many questions on the readiness of the services were raised by representatives of the Bykovo, Kherson, Nal'chik, and Poltava aviation enterprises. Unfortunately, not all were answered in the affirmative.

Container shipping of passengers' baggage by the Yak-42 aircraft should greatly simplify and speed up the process of loading and unloading. This is one of the advantages of the new machine.

The results of operations testing will be summarized by a flight-technical conference. And then the Yak-42 plane will begin its hard-working life.

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BRIEFS

KARAGANDA AIRPORT OPEN—The first phase of the republic's largest airport, in Karaganda, has gone into operation. The airport is planned to receive and service all types of modern aircraft. With the delivery of this all-weather complex for operations in Kazakhstan the five-year plan of airport construction is practically completed. [Text] [Moscow IZVESTIYA in Russian 6 Nov 80 p 6] 11176

NEW RUNWAY IN ANDIZHAN—On 4 November the first Tu-154 airliner landed at Andizhan airport. A new runway has been put into operation there. Now all the oblast centers of the Fergana valley are capable of handling the large, comfortable aircraft that travel to Moscow, Leningrad, Tashkent, and the resorts of the Crimea and Caucasus. [Text] [VOZDUSHNYY TRANSPORT in Russian 6 Nov 80 p 2] 11176

TU-154 LANDS IN KIROVABAD—For the first time a Tu-154 passenger plane has landed at the airport in Kirovabad, the second most important industrial center in Azerbaijan. The plane made a technical run from Baku. Beginning in October the Tu-154 will make regular flights on the Kirovabad—Moscow route. The cities of Yevlakh and Lenkoran' are now preparing to receive the large aircraft. [Text] [Moscow IZVESTIYA in Russian 27 Sep 80 p 6] 11176

NEW KRASNOYARSK AIRPORT—The first Il-62, arriving from Moscow, has landed at the new Krasnoyarsk airport. Construction workers, engaged in competition to greet the 26th CPSU Congress in a worthy manner, finished work two months ahead of schedule. The second airport in Krasnoyarsk will serve more than 8 million passengers a year. Its runway is planned to receive all types of aircraft. About 30 new airports were built in the kray during the five-year plan. In this time air passenger and freight traffic increased by almost 50 percent. [Text] [Moscow IZVESTIYA in Russian 26 Oct 80 p 1] 11176

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MOTOR VEHICLE

UDC 629.113.001

OVERVIEW OF PRODUCTION FOR TENTH FIVE-YEAR PLAN

Moscow AVTOMOBIL'NAYA PROMYSHLENNOST' in Russian No 10, Oct 80 pp 1-3

[Article by A. I. Titkov, V. A. Faustov, and Ye. A. Ustinov, Ministry of the Automotive Industry: "Motor Vehicle Construction in the Final Year of the Tenth Five-Year Plan"]

[Text] In the final year of the 10th Five-Year Plan, the work of the sector's production and all-union industrial associations, enterprises, and organizations is underway as labor collectives struggle to fulfill the plans for this year and for the five-year plan as a whole.

The decisions of the June (1980) CPSU Central Committee Plenum and the positions and conclusions contained in the Plenum speech by comrade L. I. Brezhnev, CPSU Central Committee General Secretary and USSR Supreme Soviet Presidium Chairman, form the foundation of the sector's work.

In 4 years of the five-year plan, motor vehicle builders insured a 37 percent growth in industrial product output compared to the planned 31.5 percent, while labor productivity rose 29.5 percent compared to the planned 26 percent.

During these years, the first section of the Kama plant complex [KamAZ] and its associated Dump Truck Production Plant in the city of Neftekamsk joined the ranks of the active, as did the Stavropol' Truck Trailer Plant, the October Experimental Test Plant in NIIavtopriborov [Scientific Research and Experimental Institute of Automobile Electrical Equipment, Carburetors, and Instruments], the Yaroslavl' Diesel Equipment Plant, and others. Construction of plants to produce large payload trailers, a foremost example being the Orsk Tractor Trailer Plant, was accomplished in considerable volumes. Large capacities were created in the ball-bearing industry at GPZ-23 and GPZ-16 [State Ball-Bearing Plants 23 and 16], as well as at the newly-built Lutsk and Penza ball-bearing plants.

Considerable work is underway in the sector to create and assimilate new motor vehicle technology. The main trends in this area are vehicle dieselization, creation of large payload tandem trailer trucks with trailers and semi-trailers of increased payload and decreased mass, creation of more economical cars, and increased service life and reliability for vehicles and engines.

The Moscow Automobile Plant imeni I. A. Likhachev [ZIL] converted to production of ZIL-130-76 truck tractors with a 6 ton (vice 5 ton) payload and initiated production of 10-ton ZIL-133 trucks with a KamAZ diesel. The Gor'kiy Automobile Plant [GAZ] began production of more improved GAZ-52 and GAZ-53 models. The BelavtoMAZ Production Association imeni 60th Anniversary of Great October [BelAZ] assimilated series production of 75-ton dump trucks and a small number of 120-ton tandem coal trailer trucks. The Minsk Automobile Plant [MAZ] initiated production of the first industrial consignments of 30- to 32-ton trailer trucks intended for international and intercity hauls. In 1980, the Kremenchug Automobile Plant imeni 50th Anniversary of the Soviet Ukraine [KrAZ] will produce the first consignment of new 7-ton cross-country vehicles.

In late 1979, the Zaporozh'ye Automobile Plant [ZAZ] Kommunar converted to production of a modernized ZAZ-968M car and of all its modifications. The Volga Automobile Plant imeni 50th Anniversary of the USSR [VAZ] assimilated the production of a VAZ-2121 Niva model new in principle for rural workers. This model combines the comfort of a car and the cross-country capability of a four-wheel drive vehicle. Production has begun of new diesel city buses at the L'vov Bus Plant imeni 50th Anniversary of the USSR [LAZ] and a diesel cross-country vehicle at the Ural Automobile Plant [Ural].

A great event in the sector is the Kama Heavy Truck Production Association's assimilation of production of stake-body cargo trucks and tractors for use in 14- to 16-ton tandem trailer trucks with semi-trailers assimilated at the Krasnoyarsk and Stavropol' truck trailer plants, as well as production of 10-ton dump trucks at the Dump Truck Production Plant in the city of Neftekamsk.

A great deal of work is underway in the sector on technical reequipping of enterprises and, in this connection, the sector's own machine tool manufacturing continues to expand.

In accordance with the 25th CPSU Congress decisions, the sector's enterprises and organizations are working to further improve vehicle reliability and longevity, with an increase in their run by a factor of 1.3-1.5. In 1980 as compared to 1975, the plan is, for example, to increase GAZ-53 longevity to a run of up to 250,000 kilometers. The operating life planned for 1980 for ZIL-130 and KrAZ-257 trucks and for LiAZ, PAZ [Pavlovo Automobile Plant imeni A. A. Zhdanov], and KAvZ [Kurgan Bus Plant] buses was achieved in 1979. Overall for 1975-1980, car longevity is envisioned to be increased 15-20 percent.

The requisite efficiency of cargo vehicle equipment practically speaking was realized through setting up production of trailers and semi-trailers at the Krasnoyarsk and Stavropol' truck trailer plants. When they joined the ranks of the active, trailer output increased 70 percent and semi-trailer output rose by a factor of 2. Average vehicle payload in 1980 will be 5.4 tons versus the 4.3 tons in 1970 and, taking trailers into account, 6.3 tons versus 4.8 tons. The total payload of motor vehicle equipment in 1980 will exceed the 1970 level by a factor of 1.9.

Cargo vehicle power-to-weight ratio for the years of the 10th Five-Year Plan rose by a factor of 1.2-1.5. Vehicle power density will rise to 8.8-11 kilowatts per ton and that of tandem trailer trucks to 5.1-5.8 kilowatts per ton.

Thanks to mass production of KamAZ diesels, it has become possible to install them in ZIL-133 and Ural-1320 trucks. This made it possible to raise the level of dieselization during the 10th Five-Year Plan by a factor of more than 2: from 10 percent in 1975 to 21 percent in 1980.

Increased vehicle and engine reliability, longevity, and quality will facilitate a 5-7 percent reduction in the norm requirement for spare parts for them and a 9-26 percent reduction for trailer spare parts.

Experimental design work to reduce the mass of the following vehicles is drawing to an end: GAZ-53A by 100 kilograms, ZIL-130 by 150, and MAZ-503A and KrAZ-256 by 500 kilograms. These and several other measures to upgrade vehicle designs will facilitate a 5-7 percent reduction in the sector's expenditure of rolled metal called for in the five-year plan.

Fulfilling the instructions of the party and government regarding the need for continual attention on problems of conserving all types of energy resources, the sector's enterprises are developing new models and modifications of diesels with good technical and operating indicators. This work is being done in accordance with state standards which limit the emission of harmful substances and exhaust smokiness, as well as the level of external and internal noise, and in accordance with design safety requirements. New carburetors, which provide reduced engine exhaust toxicity, and exhaust recirculation systems are under development.

Work continues on use of various mixtures as fuel. These include alcoholic, benzohydrogen, and other mixtures which also will insure a significant reduction in petroleum-based fuel consumption and exhaust toxicity.

Great attention is being devoted to electric cars. The 1980 experimental design work plan envisions fulfillment of 200 tasks to create new and modify extant vehicle technology, including 15 tasks linked to State Committee for Science and Technology work programs. These involve the development of designs for new BelAZ, KrAZ, ZIL, and KamAZ trucks and tandem trailer trucks, YaMZ [Yaroslavl' Engine Plant] engines, and basic types of specialized transport.

The creation for agricultural use of 14- and 16-ton 6x6 and 8x8 Ural and 11-ton 4x4 KAZ [Kutaisi Automobile Plant] tandem trailer trucks is important work. Envisioned is development of GAZ tandem trailer trucks with an air-cooled diesel, and of a family of Ural air-cooled diesels, a family of advanced buses, and other technology subject to assimilation in the 11th Five-Year Plan.

The intention in 1980 is to produce the first industrial consignments of new and modernized vehicle technology in 32 models and modifications. This will insure a further improvement in the technical level of the produced item.

Work to create new large payload vehicles and modernization of manufactured models made it possible in 1976-1979 to increase the vehicle inventory's average payload from 4.51 to 4.72 tons, which led to a reduction in the specific fuel consumption from 116 to 103 gram-tons per kilometers. As a result, in 4 years of the five-year plan actual fuel economy was 12.4 million tons.

To raise the level of design efforts on vehicle technology and creation of a margin for the future, the idea is to design new items and to organize their series production prior to initiation of mass production in order to accomplish development of designs based on extensive operational testing of large consignments of vehicles. There is the intent within the sector to develop further a number of experimental shops and laboratory facilities to these ends, plus create small-series shops using extant equipment at plants supplemented with modern machine tools, primarily those with program control. Besides being done by automobile plants, enterprises producing assemblies, units, and instruments should do the same to guarantee the intended output of small series of new vehicle models in the very near future.

Ahead lies intensive tasking to guarantee the fastest possible assimilation and use of production capacities. This particularly applies to the Kama Complex and its related plants. The quickest possible completion of the automobile plant's second section, as well as of the plants in Neftekamsk, Krasnoyarsk, and Stavropol', is of decisive significance for efficient use of fixed capital in motor vehicle construction.

Commissioning of the second section of the Kama Complex prior to the 26th CPSU Congress and complete assimilation of capacities during the 11th Five-Year Plan are the sector's most important task.

The sector's enterprises and organizations continue to work on further conservation of rolled metal through introduction of new, more progressive technological processes. A large role in metal conservation falls to less-wasteful technology, which should be implemented more widely in production. The sector already has positive know-how in this area, in particular regarding cold die stamping of bushings and pins, stamping gears, manufacture of poured dies, and so on.

Also, the question of rolled metal conservation still is intense. In early 1980, all-union industrial and production associations did not implement the norm for consumption of rolled ferrous metals and other materials, which guarantees the 1980 established tasking for their average reduction. Measures being taken in 1980 must insure a considerable increase in the metal use factor. Special attention should be directed at metal conservation when using rolled stock in forge and sheet-metal stamping productions.

Rolled metal conservation must be accomplished mainly by introduction of methods involving less-wasteful technology, through widespread use of rolled metal of improved quality and of economic sections (based on know-how from the the Moscow Automobile Plant imeni I. A. Likhachev, Melitopol' Engine Plant, Kremenchug Automobile Plant imeni 50th Anniversary of the Soviet Ukraine, Ural Automobile Plant, and others), as well as mobilization of the sector's present reserves for conserving rolled stock.

Metal conservation tasking during the 11th Five-Year Plan will be more intense. Therefore, already it is necessary to finish the development of the most important design, technological, and organizational measures aimed at conservation of materials.

Work continues in the sector on rational use of waste materials. Special sections for reprocessing and using wastes have been set up in the GAZ, ZIL, and AvtoVAZ industrial associations. Know-how acquired at the Tulachermet NPO [Scientific

Production Association] in making rolled stock from remelted sheet-metal stamping by-products is of great interest. Metallurgical services must more fully use wastes in the form of a chip in foundry production, which means that domestic and foreign know-how in this area should be studied carefully.

We know that production efficiency is the basic criterion for development of the national economy. Its most generalized indicator is the production cost of the item manufactured. In spite of the sector's intense work, the rates of reduction in costs per ruble of commodity production are unsatisfactory: the reduction was just .02 percent for 1979. In 1980, the sector is tasked to reduce the cost per ruble of commodity production by .8 percent considering savings from all measures to raise the technical level of production. This task is entirely realistic.

Fulfillment of the 1980 plan to reduce the commodity production cost requires, first, that allplants within compressed suspenses complete the development of technological industrial financial plans and systematically monitor their fulfillment; second, insure a normative reduction in material and labor costs, a radical reduction in production wastes, losses due to shoddy workmanship and other non-production costs, and finally, accelerate assimilation of capacities activated at new plants and sites and, on this basis, considerably reduce the production cost of manufactured components.

A decisive factor in improving the efficiency of the sector's operations is a rise in labor productivity, including through reduction of the proportion of manual labor and rational organization of work areas. In 1979, the sector successfully fulfilled the plan for labor productivity growth.

Considering the demographic situation unfolding in the country, accomplishment of the urgent tasks levied on the sector's associations and enterprises for 1980 and especially during the 11th Five-Year Plan must be insured without a material increase in the number of workers, mainly through increasing labor productivity on the basis of technical reequipping and use of internal reserves.

A continual reduction in the use of manual labor is one way to improve labor productivity. If in basic production the share of manual labor radically was reduced by process mechanization and automation, it remains high in auxiliary, freight handling, and hauling and storage operations. There is a great deal of manual labor in distribution and packing operations, in equipment and instrument repair, in monitoring operations, assembly, painting, and in a number of operations in foundries.

Introduction of more valid work area organization is of great significance in improving labor productivity, as is widespread dissemination of the brigade form of labor organization based on know-how from the Volga Automobile Plant imeni 50th Anniversary of the USSR. The scale and tempos of work done in this area are being developed slowly in the sector.

Improvement in the organization of work areas at enterprises must include measures to improve labor processes: multiple machine tool servicing, amalgamation of professions, the brigade form of work, and introduction of standard designs for labor organization and of work area servicing in combination with effective systems of material and moral incentives for the workers.

Improving the efficiency of sector operations depends also on improved use of producer goods. More progressive and at the same time less capital-intensive methods of finishing components should be introduced more widely: cold die entrusion, stamping with tooth shaping, plastic deforming, stamping with tension-jacketing, and so on. The process of cold upset of a shaped blank rather than turning them on automatic lathes, for instance, introduced at the Volga Automobile Plant imeni 50th Anniversary of the USSR, which made it possible to increase the capital-output ratio by a factor of 1.7, deserves attention. The ZIL, Moskvich, AvtoUAZ, AvtoKrAZ, BelavtoMAZ Production Association imeni 60th Anniversary of Great October, and a number of other production associations possess positive know-how in such operations.

The sector is faced with great tasks involving the most rapid use of the uninstalled equipment present in enterprise warehouses, especially automatic lines. The fastest possible start up of this equipment could radically increase labor productivity and raise the capital-output ratio at the enterprises.

The problem of rational use in production of fuel and power resources remains very urgent. Meanwhile, great attention is being paid to this problem at the Volga Automobile Plant imeni 50th Anniversary of the USSR, the Automobile Plant imeni Lenin's Komsomol, the Ural Automobile Plant, the L'vov Bus Plant, and the First and Second State Ball-Bearing plants. Thus, 160,000 gram-calories of thermal energy and more than 3.5 million cubic meters of natural gas will be conserved annually at the Moscow Automobile Plant imeni I. A. Likhachev as a result of using throttled steam from hammers, exhaust gas heat, and other measures. This know-how also should be disseminated to other enterprises.

Considering the restricted limits of electric power consumption and the tasking for supplemental fuel savings, measures need to be taken for maximum economy and conversion of unproductive losses of fuel and of electrical and thermal energy and for the strictest compliance with the established norms and limits of their use. Special attention should be devoted to use of secondary fuel and power resources.

Modernization and replacement of obsolete machinery and equipment with high specific power consumption (for instance, of cupolas in foundries) by new technological equipment with lower specific power consumption, as well as creation of furnaces with increased efficiency, are very important for resource conservation.

A task was levied at the November (1979) CPSU Central Committee Plenum to improve rail transport operations and motor vehicle builders can provide considerable assistance here. The efficiency of the work done directly depends on the technical level of manufactured transport resources, their productivity, and their reliability. Therefore, work continually is underway in the sector to modernize vehicles and to upgrade their operational characteristics, reliability, and safety. During the 10th Five-Year Plan more than 130 specialized vehicle types were created for various sectors of the national economy. The products list for the specialized vehicle technology serving agriculture expanded by more than a factor of 2 during these years.

Progressive forms of work are receiving further development in the sector, in particular the system at the Volga Automobile Plant imeni 50th Anniversary of the USSR, to which nine enterprises have switched so far. Assimilation and implementation of this system is in progress at an additional 12 enterprises, where the final stages of refining the elements of a system to centralize functional and auxiliary services are drawing to a close.

There are considerable reserves in the sector. Their discovery and rational use require constant refinement of the sectorial control system, strengthening of labor and planning discipline, improvement in monitoring party and governmental task fulfillment, and improved responsibility for matters entrusted to the sector.

Use of various forms of organizational, political, and ideological work, improved work with cadres, comprehensive development of socialist competition for successful fulfillment of the five-year plan and for a worthy greeting for the 26th CPSU Congress--this all facilitates the sector's successful completion of the final year of the 10th Five-Year Plan.

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MOTOR VEHICLE

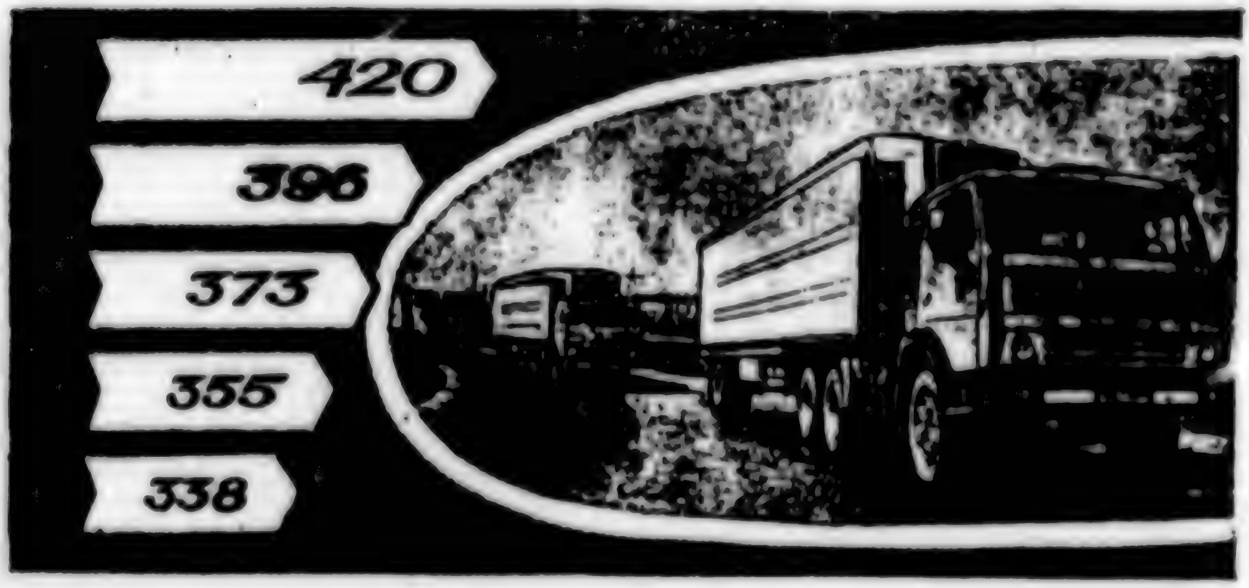
REVIEW OF MOTOR VEHICLE TRANSPORT FOR PLAN'S FIRST FOUR YEARS

Moscow EKONOMICHESKAYA GAZETA in Russian No 41, Oct 79 pp 1-2

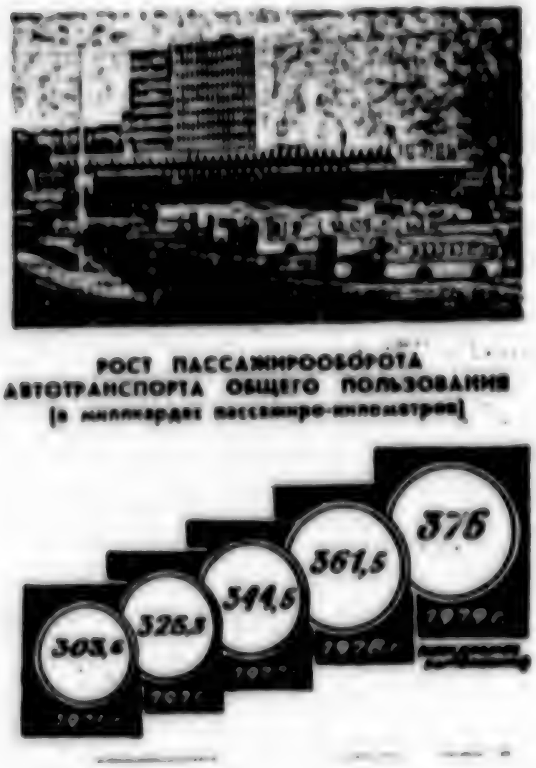
[Unattributed: "Motor Vehicle Transport"]

[Text] Motor vehicle transport workers, improving shipment quality and accelerating the delivery of freight and passengers, actively are participating in solution of problems involving the country's economic and social development. In 3 years of the five-year plan, freight turnover of the national economy's motor vehicle transport, as depicted in the diagram, increased to 396 billion ton-kilometers--by more than 17 percent when compared to 1975. The freight turnover via public motor vehicle transport here rose 19.5 percent. Transport services for the population increased considerably. In 1978, more than 40 billion passengers--10.7 percent more than in 1975--were moved by bus.

Growth in Freight Turnover for the National Economy's
Motor Vehicle Transport
(in billions of ton-kilometers)
(1979 figure is a projection)



Growth in the Volume of Passenger Travel
via Public Motor Vehicle Transport
(in billions of passenger-kilometers)
(1979 figure is a projection)



Motor vehicle transport's industrial base was strengthened thanks to reconstruction of extant and construction of new motor vehicle plants. As a result, the total payload of the cargo vehicles produced last year increased by 620,000 tons relative to 1975. For comparison, one can point to the fact that this growth was 653,000 tons for the entire Ninth Five-Year Plan. Motor vehicle transport enterprises now are receiving more specialized vehicles--dump trucks, vans, and tank trucks of various types. Progressive changes are underway in the structure of the motor vehicle inventory. The design, longevity, economy, and resultant operational qualities of the rolling stock noticeably has improved in recent years. For example, the ZIL Association has increased the service life of the ZIL-130 truck from 150,000 to 340-350,000 kilometers.

One of the main trends in scientific and technical progress in motor vehicle transport is development of container and packaged shipments, which make it possible completely to mechanize freight handling operations. In 3 years of the five-year plan, more than 101 million tons of freight have been shipped in containers by the public transport vehicle fleet. The volume of packaged shipments exceeded 80 million tons, of which more than half involved brick and small wall material items.

However, the rates of growth of these progressive shipment methods via motor vehicle transport remain insufficient.

Augmentation of the bus fleet facilitates the improvement of transport services to the population--the number of buses in 3 years of the five-year plan increased by almost 14 percent. The bus network is developing. In 1978, 2,596 new routes were opened, including 153 intercity routes. At present, there are in the country more than 13,000 city routes and 21,300 intercity bus lines extending more than 3 million kilometers. Almost 6 million passengers are moved on these lines daily.

Motor vehicle transport workers now are competing for successful accomplishment of the growing tasking for the fourth year of the five-year plan. The annual volume of freight turnover for the national economy's motor vehicle transport must be increased to 420 billion ton-kilometers--an increase of 24 percent compared to 1975--in order to improve the quality of service to all sectors of the economy. Here, the freight turnover of public motor vehicle transport must reach 125 billion ton-kilometers, i.e., a growth of almost 30 percent compared to 1975.

The volume of passenger travel via bus transportation in 1979 is planned to grow to 376 billion passenger-kilometers, by 23.8 percent compared to 1975. In 8 months of this year, the freight turnover in public motor vehicle transport increased 6 percent compared with the same period last year. But, the planned task here was 99 percent fulfilled. The volume of passenger travel via bus transportation rose 4 percent. The passenger hauling plan was slightly overfulfilled.

Thousands of motor vehicle enterprises in all union republics are setting a good example in the struggle to raise the efficiency of rolling stock use and the quality of its operation. Mass-scale socialist competition during the Tenth Five-Year Plan was enriched by new, valuable initiatives. Interaction at the "boundaries" of the different types of transportation is becoming more precise. This facilitates a reduction in irrational shipments and a decrease in layovers of rail cars, trucks, and vessels and in transportation costs in the national economy.

What is New In Transportation Competition

A progressive form of motor vehicle, ocean-going, rail, and river transport operations according to mutually-coordinated continuous planning schedules based upon a single technological process was conceived and widely developed at the Leningrad transportation hub. Thanks to this, in 1 year a 23 percent growth in vehicle productivity has been achieved and vehicle layovers were reduced by a factor of 2.5. The volume of freight processing according to the "ship-vehicle" direct variant increased 13 percent. At present, operations in 22 seaports have been set up based upon the know-how of related enterprises at the Leningrad transportation hub. The CPSU Central Committee has approved this know-how.

Practice of integrated intersectorial competition by collectives from transportation enterprises in Gor'kovskaya, Novosibirskaya, Saratovskaya, Chelyabinskaya, and several other oblasts deserves attention. However, serious deficiencies remain in the way intersectorial competition is organized. The operational managers of several motor vehicle administrations, in particular the Pskov, Ryazan', Kalinin, and Vladimir administrations, are slow to implement the know-how accumulated by progressive people. Often, agreements on cooperation bear an unspecific, vague nature.

They lack mutual pledges to accomplish taskings involving shipments at transportation hubs.

Now, motor vehicle drivers actively are aiding kolkhoz and sovkhoz workers to bring in the new harvest, to haul grain, vegetables, and other agricultural products. Up to 600,000 cargo trucks are in operation in the fields and on the rural roads of the Russian Federation alone. But, moving the harvest, especially sugar beets, is not satisfactory everywhere.

The productivity of the public vehicle inventory has increased since the beginning of the five-year plan. But, there are great reserves that have yet to be brought to bear. The table presenting data on use of cargo vehicles by the union republic ministries of motor transport and throughout the country as a whole for the first 6 months of 1979 gives witness to this:

Ministry of Motor Transport	Vehicle Dispatch Factor	Total Days of Operation	Non-operation, Total Days
RSFSR	.63	114.0	67.0
Ukraine	.68	123.4	57.6
Belorussia	.66	119.8	61.2
Uzbekistan	.69	125.2	55.8
Kazakhstan	.57	103.6	77.4
Georgia	.70	127.9	53.1
Azerbaijan	.68	115.4	65.6
Lithuania	.58	105.4	75.6
Moldavia	.58	105.4	75.6
Latvia	.60	109.0	72.0
Kirghizia	.62	112.6	68.4
Tajikistan	.61	110.8	70.2
Armenia	.62	112.6	68.4
Turkmenia	.63	115.4	65.6
Estonia	.59	107.2	73.8
USSR total	.63	114.6	66.4

As the table shows, public cargo vehicles in a majority of the union republics on the average throughout the country operated only 115 of the 181 calendar days of the first 6 months. This is quite unsatisfactory.

The layovers of serviceable vehicles were high. In several republic motor transport ministries this was 4[illegible]9 calendar days. There is a large reserve for further improvement in the efficiency of rolling stock operations here in reducing the layovers of serviceable vehicles.

The dispatch factor overall throughout the country for the first 6 months of the year was .73. This indicator is the greatest in Latvia (.81) and the least in Tajikistan (.66). It is .74 in the Russian Federation. Layovers of buses undergoing repair, awaiting repair, and serviceable for public transport were 27 percent, of which 25 percent were serviceable.

The Brigade Form of Labor Organization

Effective use of the vehicle inventory requires improvement in driver labor organization, primarily through widespread introduction of collective brigade forms. Here, the use of vehicles both by days of the week and during the 24-hour day is improved. The most improved form of labor organization is conversion of brigades to operations based upon contractual agreements involving internal cost accounting following the example of USSR State Price Laureate Ye. P. Fedyunin from Motor Transport Combine No. 29 in Glavmosavtotrans [Moscow City Soviet's Main Motor Transport Administration]. There is in this issue of EKONOMICHESKAYA GAZETA a detailed description of how the brigade contract method is being applied in Moscow's motor vehicle organizations.

Growth in Shipment of National Economic Freight
by Motor Vehicle Transport
(in billions of tons)
(1979 figure is a projection)

1975	20.9
1976	21.6
1977	22.2
1978	23.1
1979	24

However, this progressive form of driver labor organization still is being introduced slowly and in incomplete volume. Last year, about 11.5 percent of the brigades in the country's freight motor vehicle transport operated under brigade contract. If 32 percent of the drivers in Estonia, 23 percent in Latvia, and 21.6 percent in Belorussia operated using this method, the figures for Armenia and Tajikistan were only 1.5 and 3.5 percent. Things are no better in the Amurskaya, Astrakhanskaya, Belgorodskaya, Irkutskaya, and Kaliningradskaya oblasts of the RSFSR.

Absence of a single technology and organization of the transportation process and the low level of mechanization of freight handling operations hinder implementation of the brigade contract. To date, no scientific recommendations have been developed for conversion of motor transport brigades to cost accounting.

One of the largest reserves is further development of centralized freight shipments by public motor vehicle transport. Their share rose during the years of the Tenth Five-Year Plan in the RSFSR Ministry of Motor Transport to 82.5 percent in the total shipment volume. Good results in shipments of trade and public dining freight were achieved in Volgogradskaya, Ivanovskaya, and Novosibirskaya oblasts and in the city of Sochi. In Kazan', there is a system for planning and monitoring shipments of construction, trade, and agricultural freight and of fuel and lubricants.

Concurrently, there are unused capabilities to organize centralized freight shipments. Insufficent attention is being paid to their development in the Checheno-Ingushskaya ASSR and in Kirovskaya, Lipetskaya, and Orenburgskaya oblasts. There are 18 USSR Gossnab enterprises in Kemerovskaya Oblast, of which only 3 are serviced centrally by the Kemerovo Transportation Administration. There is no motor vehicle transport dispatch office at many large freight generating sites. Therefore, there is a need comprehensively to improve centralized freight shipments, an effective way to improve vehicle usage and reduce transportation costs to the national economy.

Intercity freight shipments also are being developed. Their growth still is impeded because the vehicle inventory is not provided sufficient numbers of rolling stock of high load-carrying capacity. The automobile industry produces few trailers for use as tandem trailer trucks. The extremely necessary dump truck tandem trailer trucks based on ZIL, KamAZ, MAZ, and KrAZ trucks and semitrailers to ship liquid fuel, milk, flour, and other freight are being produced in very restricted numbers. An increase in the trailer inventory concurrently with their improved use is all the more important since this is the source of rational fuel expenditure. There are great reserves for gasoline and diesel fuel economy in motor vehicle transport.

Tasking to Improve Economic Operations

Planning freight deliveries according to rational routes and hourly schedules and selecting optimal variations to match consumers with suppliers facilitate improvement in shipment efficiency. These tasks successfully are accomplished with the aid of economic and mathematical methods and electronic computers. Computers now are used to plan almost one-third of the total shipment volume in the Tatar Transportation Administration. The vehicle use factor has been improved 9 percent, layovers for unloading and loading were reduced 14 percent, and the average freight shipment distance was reduced 8 percent. The overall economic impact exceeds 500,000 rubles. Economic and mathematical methods and electronic computers widely are used when planning motor vehicle transport operations in Glavmosavtotrans, Glavlenavtotrans [Main Leningrad Motor Transport Administration], and a number of other organizations.

Unfortunately, the share of freight shipments via rational routes remains low. The multi-user computer centers in the republican motor transport ministries are not sufficiently active in this area.

Motor vehicle associations are becoming the basic link in the organization structure for monitoring both public motor vehicle transport and for departmental transport. This offers a chance operationally to maneuver vehicles and to improve their use by routing shipments and reducing dead-heading.

The process of vehicle inventory concentration by creating associations and building motor vehicle enterprises needs to be accelerated. There still are many small motor pools in the country. Now, two-thirds have from one to nine vehicles. More than 50 percent of the cargo trucks are concentrated in trucking enterprises possessing an inventory of up to 50 vehicles.

The main condition for elimination of small, unprofitable motor pools is transfer--due to economic advisibility--of vehicles belonging to ministries and departments to public transport. The question of changing the procedure for financing capital investments for construction of departmentally-subordinated garages and for acquisition of rolling stock is ripe for discussion. The know-how in Shchelkovskiy Rayon, Moskovskaya Oblast convincingly affirms the effectiveness of eliminating small motor pools. A large public motor transport association was created here.

The CPSU Central Committee and USSR Council of Ministers decree "On Improving Planning and Intensifying the Influence of the Economic Mechanism to Raise Production Efficiency and Work Quality" envisioned development, on its foundation, of a complex of measures to radically improve the level of operational organization and the national economic efficiency of the activities of all transportation types. Ahead lies determination of a system of indicators facilitating improvement in motor transport servicing of the country's national economy. Work in this direction in motor transport has begun and it must be accomplished within the established time period

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MOTOR VEHICLE

KRAZ-250 CHASSIS DESCRIBED

Moscow ZA RULEM in Russian No 9, 1980 p 8

[Article by V. Tabolin, KrAZ chief designer, Kremenchug: "A New KrAZ on the Conveyor"]

[Text] This year the Kremenchug Automobile Plant imeni 50th Anniversary of the Soviet Ukraine produced the first industrial consignment of the KrAZ-250 chassis. These chasis, representing a new family, are sent to specialized plants where lifting devices, cement mixers, cranes, and other various types of aggregates needed by the petroleum and gas extraction industry and in construction will be installed.

The KrAZ-250 chassis, like its predecessor the KrAZ-257B1A, is intended for roads permitting a load of 18 tons on dual axles and can operate in temperatures ranging from +40° to -40°. Where required, the KrAZ-250 can tow a trailer with a mass of up to 20 tons.

The vehicle was developed in a manner insuring broad standardization, both within the new family and with previous models (based on more improved and reliable assemblies and components).

In comparison to the KrAZ-257B1A, the new model has better performance indicators and design improvements. The payload has been increased from 13,200 to 14,575 kilograms and the maximum speed from 68 to 75 kilometers per hour. Monitored fuel consumption has been reduced by 3 liters per 100 kilometers.

The KrAZ-250 requires less maintenance time and effort. Thus, the run to the scheduled TO-1 has been extended by 1,000 kilometers and by 1,500 kilometers to the scheduled TO-2. The maintenance labor intensity per 1,000 kilometers of operation has been reduced from 2.58 to 1.87 man-hours and the operating life until the new chassis' first major overhaul is 200,000 kilometers (for Category 1 operating conditions). Thanks to more rational arrangement, the hood has been shortened considerably, giving the driver a better view of the road.

The new KrAZ is distinguished from the familiar KrAZ truck not only by its external appearance (a completely different cab, rear, and hood). It has many new and improved assemblies and systems and is more comfortable.

We will start with the 3-place metal cab which gives the vehicle a characteristic external and interior appearance. The driver's boarding and cab layout consider the latest requirements of ergonomics. There are two seats in the cab--an adjustable seat for the driver and two places for passengers. An effective system of ventilation, heating, and defrosting (including the side windows), side window washer and cleaner, two rear-view mirrors, and fan keep the driver quite comfortable. He also has a footlocker, sun visors, radio, ashtray, and glove compartment. There also are seatbelts for the driver. The cab doors have key locks, vents, and adjustable windows. The new KrAZ's new cab and rear form a separate assembly attached at four points to the chassis.

As far as innovations in enginer systems are concerned, one should note the longer-lasting tubular strip radiator instead of a tubular finned radiator. The electrical system remained basically unchanged--a single-wire system with 24V nominal voltage. But, the external illumination now meets UN YeEK [European Economic Commission] requirements. The driver has panel lights for information showing bright headlights, turn signals, loss of air pressure in the pneumatic system tanks, low engine oil pressure, and coolant overheating.

The major design changes involve the chassis assemblies. Thus, a hydropneumatic device has been used in the clutch drive to disengage it and there is a pneumatic booster. As a result, the force on the clutch pedal has been reduced fourfold.

In the 2-stage transfer case the gear ratio for high gear has been changed from 1.23 to 1.00, thus increasing the vehicle's speed.

The front axle is the same as the MAZ-500A axle. The wheels are diskless, also analogous to those on MAZ trucks, and are equipped with radial tires. The attachment of the balance arm in the rear suspension has been changed.

The operational brake system on the KrAZ-250 is more effective and reliable than on previous models and activates the braking mechanisms on all of the vehicle's wheels. They have separated pneumatic drive, with the first circuit activating the brakes on the front and intermediate axles and the second activating the brakes on the rear axle. There is combined drive to the trailer brakes: based on a single- or dual-drive schematic (depending on the design of its brake system). The brake shoe lining area on the front wheels is larger than that on previous models. One circuit from the operational brake system is used as a back-up. The drum-type parking brake has been installed on the transfer case's right output shaft.

The plant plans to assimilate output of other models of the new family close on the heels of the KrAZ-250 chassis. Production preparations now are underway and, as soon as they begin to come off the conveyor, we will familiarize readers with them.

Specifications

Overall data. Equipped mass 9,200 kilograms, load capacity 14,575 kilograms. Wheel arrangement 6x4. Maximum speed 75 kilometers per hour. Fuel reserve 330 liters.

Dimensions. Length 9,520 millimeters. Width 2,500 millimeters. Height 2,695 millimeters. Loaded height 1,080 millimeters. Base 4,880 millimeters from front axle to the axis of the intermediate axle and 1,400 millimeters at the rear bogie.

Gauge 1,970 millimeters at the front wheels and 1,833 millimeters at the rear wheels. Road clearance 275 millimeters.

Engine. Model YaMZ-238. Number of cylinders 8. Operating volume 14,860 cubic centimeters. Power 240 hp at 2,100 rpm.

Transmission. Clutch dry dual-disk. Transmission mechanical, three-way, five-stage. Transfer case mechanical, two-stage with an interaxial (interlocking) differential. Rear-axle drive dual with conical spiral and cylindrical spur gears. Gear ratio 8.21.

Undercarriage. Front wheel suspension conventional, on longitudinal springs and telescopic shock absorbers, rear suspension balanced, on longitudinal springs. Wheels 300-508R.

PHOTO CAPTIONS [clockwise from top]

KrAZ-250 chassis. The vehicle at first glance is marked by its new cab, rear, and diskless brakes.

Driver's modern comfortable seat with adjustments for height, distance from the wheel, and angle of the back.

Instrument panel with comfortably positioned dials, buttons, and levers.

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MOTOR VEHICLE

MILEAGE FALSIFICATION AT ESTONIAN RUG ENTERPRISE

Tallinn SOVETSKAYA ESTONIYA in Russian 31 Oct 80 p 3

[Article by V. Moskvin, inspector, People's Control Committee of the Estonian SSR: "Falsified Ton-Kilometers"]

[Text] The new technology of false reporting is amazingly simple. There are no erasures or smears. The bookkeeping record is clean! We will not state definitely that the "innovation" belongs to the Mistra Science-Production Association. Perhaps it was devised by some clever person with only elementary education. We will not speculate on this, but rather go directly to the facts revealed by inspection.

On 18 January, according to transportation invoice No 102, Kh. Eepol'd, a driver for motor pool No 1 of the Estonian SSR Ministry of Motor Vehicle Transportation and Highways, loaded his MAZ trailer with 3,053 square meters (110 places) of unwoven Mistra carpet and hauled it to the Zhitomirskaya Oblast consumer cooperative society. These goods, of course, were legitimately written off the inventory at the warehouse of the Vyandra Experimental Factory.

Everything is proper so far. But the driver, upon presenting his truck for loading, was also given another transportation invoice, No 238996 (new form), which indicated that nonwoven material in the amount of 110 places weighing eight tons (the total amount of it was 43 tons) had been shipped 1,446 kilometers. The old invoice showed meters, while the new one showed tons. They are not set alongside one another because the second is turned in to motor pool No 1 for payment for transportation work. As a result, the driver receives false credit for 6,303.8 ton-kilometers from this one trip.

Perhaps the reader will say, in surprise, that this marvelous trip is an isolated case? Unfortunately, it is not a "random experiment," but rather a deceptive practice that has become standardized. The results of our inspections leave no question of this.

In the course of 1979 and the first quarter of 1980 6,800 tons of freight and 1,340,600 ton-kilometers of shipping were falsely added to shipping volume at the Mistra Science-Production Association. This was done at the Vyandra and Vil'yanda experimental factories and at the Tallinn branch. In short, all the subdivisions of the association systematically violated procedures established by the Estonian SSR Council of Ministers according to which the new transportation invoice should be the only document used for writing off commodity-material assets from the shipper's records and entering receipts on the freight receiver's records, and also for settling accounts for such shipments. Taking advantage of lack of monitoring by managers and employees of the supply and marketing division they would make out two documents: a new transportation invoice to charge transportation enterprises for the shipping and the abolished (old form) invoice as a warehouse document for writing off material assets at the warehouse and recording receipt of the assets by the receiver of the freight.

The state suffered a monetary loss of 8,950 rubles through the fault of the Mistra Science-Production Association (General director A. Sillaots, deputy director T. Parmsoo, chief accountant Kh. Khybemyagi, and chief of the supply division M. Kruze).

Similar offenses were discovered at other enterprises of the Estonian SSR Ministry of Light Industry which were inspected. There too invoices of ton-kilometers were falsified on a large scale. Losses to the state from this were 1,400 rubles at the Pyarnu Flax Combine, 1,837 rubles at the Pyarnu branch of the Marat TPTO [expansion unknown], and 3,948 rubles at the Pyarnu branch of the Kommunar KOPO [expansion unknown]. In all, 12,100 tons and 2.5 million ton-kilometers were falsely added to the volume of freight actually shipped.

These facts show convincingly that the Estonian SSR Ministry of Light Industry (deputy minister G. Rebane, chief of the economic planning administration G. Abramson, chief accountant M. Piirmets, and chief of the control and auditing division I. Saar) did not insure fulfillment of the decree of the Estonian SSR Council of Ministers with respect to use of the new forms for recording the work of motor vehicle transportation and putting a stop to the practice of falsely overstating shipping volumes. It is true that the ministry has issued two orders and three directive letters on this matter, but the particular points in them are stated in a generalized, declarative manner.

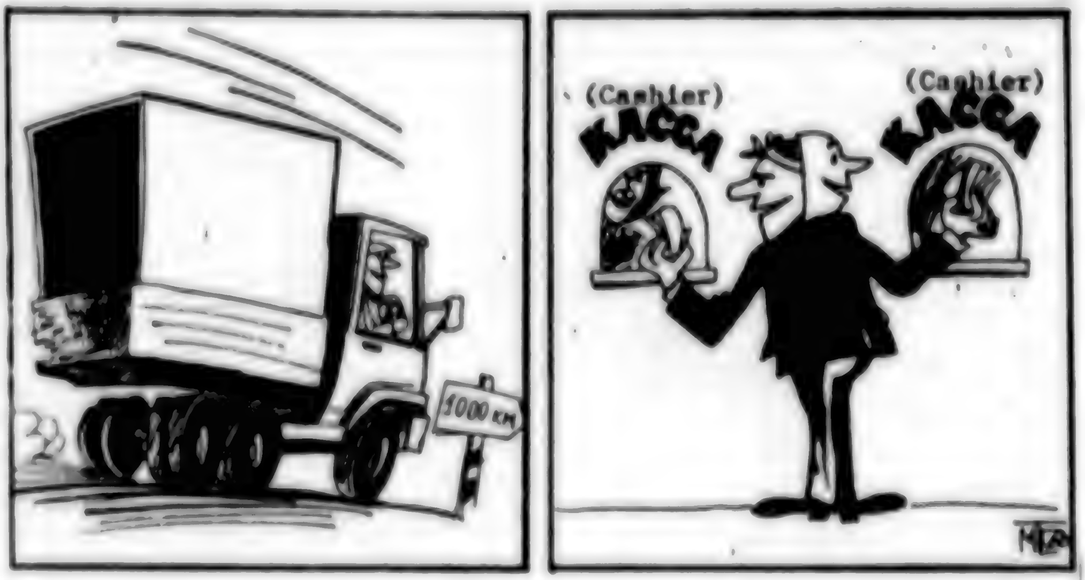
G. Abramson, chief of the ministry's economic planning administration, who is assigned to monitor performance of these orders, believes that he is responsible only for planning methodology and not for distortions in reporting by the enterprises. Such an attitude toward monitoring performance of orders and directives foreordains them to go unfulfilled.

The control-auditing division and main accounting office of the ministry, during their documentary audits of enterprise production and financial management activities, did not check on correct filling out of transportation invoices and payment for transportation services, even though the ministry orders and directives instructed them to do so.

The falsified ton-kilometers do not evaporate; they go into the pockets of the motor vehicle workers. It has been established that motor vehicle enterprises of the republic Ministry of Motor Vehicle Transportation and Highways received 18,600 rubles more in transportation fees than they should have. For the falsified volume the motor pools wrote off 40,200 liters of vehicle fuel worth 4,600 rubles. Where did it go? Twelve thousand rubles of wages was illegally paid to drivers. As a result, the state took a loss totaling 16,700 rubles.

The harm done by the falsified ton-kilometers cannot be considered only a matter of physical losses, of rubles and liters of fuel, no matter how important they may be to us. It also has a moral impact. Driver Kh. Eepol'd (whose trip began this article; incidentally, his earnings are more than 1,000 rubles a month) can say in justification: "I was not the one who falsified the invoice, it was the customer!"

This is how the psychology of the cheater develops and takes root. It gives prestige to have large, but legal earnings. But high earnings from clever machinations have a disorganizing effect on unstable people and even on collectives.



Empty Truck — Full Pockets (Cartoons by S. Malakhov)

As the result of falsified records reports on fulfillment of work plans are distorted. The above-mentioned motor pool No 1 was incorrectly awarded third place for the results of socialist competition in the first qurter of last year and received a bonus of 1,250 rubles.

The administration of motor vehicle transportation of the Estonian SSR Ministry of Motor Vehicle Transportation and Highways (deputy chief V. Dyukarev) has essentially removed itself from work to prevent false records, believing that the customers of vehicle transportation are fully responsible for this. The administration has not looked for false reports in the last

4-5 years. The road maintenance service and motor vehicle transportation enterprises still are not taking effective steps to eliminate the factors that give rise to violations of the rules for shipping and payment for transportation work. Many instances have been uncovered of violations of procedures for settling accounts for freight shipping where the motor pools accept and submit to the customer incorrectly filled-out, incomplete, and even fictitious transportation invoices. This has significantly promoted false reporting at enterprises of the Estonian SSR Ministry of Light Industry.

Precisely organized record-keeping and strict checks are a tried and proven means against all management violations. The new transportation invoices can practically end false reporting, on the condition that they actually become the only document for dispatching and receiving freight and for paying shipping charges.

Editorial Note: At its meeting last Friday the republic People's Control Committee announced that Comrade A. A. Sillaots, general director of the Mistra Science-Production Association, Comrade T. O. Parmsoo, deputy general director, Comrade Kh. Kh. Khybemyagi, chief accountant, and Comrade M. A. Kruze, chief of the supply division, have been strongly reprimanded for lack of discipline shown in carrying out the decree of the Estonian SSR Council of Ministers urging steps to strengthen the struggle against false reporting in shipment of freight by motor vehicle transportation, against losses and theft of vehicle fuel and other fuels and lubricants, and to improve the work of vehicle filling stations, as the result of which the state is suffering significant material losses. In addition to the reprimand, the first three of the above-named persons were ordered to make up the deficit from their pay.

Comrade G. M. Abramson, chief of the economic planning administration of the Estonian SSR Ministry of Light Industry was strongly reprimanded for too-low standards and poor monitoring of fulfillment of the same decree, while Comrade I. A. Saar, chief of the control and auditing division of the same ministry, and Comrade M. K. Pirmets, chief accountant, were reprimanded for serious shortcomings in control-auditing work.

Comrade V. V. Dyukarev, deputy chief of the Administration of Motor Vehicle Transportation of the Estonian SSR Ministry of Motor Vehicle Transportation and Highways, was strongly reprimanded for poor monitoring of improvement in the use of motor vehicle transportation, failure to stop false reporting, and failure to take timely steps to eliminate shortcomings uncovered by people's control agencies.

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BRIEFS

KAMAZ PRODUCTION--The collective of the Kama Association of Heavy Truck Production Plants achieved the five-year plan level of production output. Today, more than 184,000 KamAZ heavy trucks are in operation in the country's national economy. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 43, Oct 80 p 2] 7869

DEMYANSK-MAREVO HIGHWAY--A report from Novgorod states that a 50-km stretch of highway paved with asphalt linking Demyansk and Marevo is in operation. Now almost all rayon centers are linked to Novgorod by routes with improved surfaces. Almost 3,700 kilometers of road were built and repaired in the oblast during the five-year plan. [Text] [Moscow SOVETSKAYA ROSSIYA in Russian 6 Nov 80 p 1] 7869

NEW 'LUXURY MOSKVICH'--Yesterday, the first Model 2140 "Luxury Moskvich" was produced at the Motor Vehicle Plant imeni Lenin's Komsomol. In a half century, this plant's workers and employees have produced more than 3 million vehicles. And, naturally, more than one model has been assimilated. This vehicle is better than its compatriots--lower fuel consumption, less toxic emissions, longer-lasting key components, the gear box in particular. Yes, the vehicle also is more attractive than its predecessors. The "Luxury Moskvich" underwent 1.5 months of experimental testing, which covered 12,000 kilometers, prior to initiation of mass production. [Text] [Moscow SOVETSKAYA ROSSIYA in Russian 5 Nov 80 p 1] 7869

SYNTHETIC 'NONWOVEN' ROADBED--TASS correspondent D. Zvantsev reports from Kalinin that tourists travelling the route to the Volga's sources would never believe that one road section was made of...a synthetic textile. This area is swampy and peat-bogs severely hinder road builders. When the bogs are encountered one must use an excavator to remove a layer of turf many meters thick, then fill this area with sand. Only then can one lay the road itself. There is no other choice. If the road's sandy bed is placed right on the peat, the sand gets pushed aside and the road sinks. Specialists in the Kalininavtodor Administration decided to use a synthetic nonwoven material as the reinforcing (strengthening) layer to hold the soil. The peatbog was not scooped out, but rather simply levelled, covered with a thin layer of sand, and rolls of the synthetic "padding" were laid on the surface. The builders decided to handle the most difficult sections of the road in just this way. This is cheaper by a factor of 5-6 than removing the peat. But the "nonwoven roads" are advantageous in areas other than swamps, dry sections to be exact. Usually the sandy subgrade road layer is up to 1.5 meters thick.

This then is covered with gravel. The volumes of consumption and shipment of these materials are enormous. But, when the synthetic material is placed between the sand and gravel, than the layer of sand can be half as thick as before and less gravel is required. The synthetic nonwoven material is made of by-products. The All-Union Scientific Research Institute of Synthetic Fiber, which developed the technology, affirms that it will last for an unlimited time. [Text] [Moscow SOVETSKAYA ROSSIYA in Russian 17 Sep 80 p 4] 7869

VOLGOGRAD-ELISTA HIGHWAY OPENED--S. Raskina writes that the new 225-km Volgograd-Elista highway opened yesterday. It cuts the distance from the capital of the Kalmytskaya ASSR to Moscow by 400 kilometers and links the republic's large population centers. Construction of a modern highway in the semi-desert was difficult. The final 25-km section around the Sarpa Lakes especially was difficult for the road builders. [Text] [Moscow PRAVDA in Russian 1 Nov 80 p 6] 7869

NEW KAMAZ TRUCK-TRACTOR--TASS correspondent N. Sorokin reports from Naberezhnyye Chelny, Tatarskaya ASSR that an addition is being made to the KamAZ family of trucks. The first series-produced consignment of a new truck-tractor modification rolled off the main conveyor at the KamAZ Association of Heavy Truck Production Plants. The youngest KamAZ brother is the most powerful. Compared to the base model, payload has been increased by 6 tons and the truck-tractor can operate as part of a 12-ton tandem trailer truck. The truck's dimensions were slightly increased even though the body is 1 meter longer. The new arrangement of assemblies provided benefits. There used to be a wheel mount behind the cab, but the designers of the new model have hidden the spare tire beneath the frame. The body takes up the freed space, increasing the capacity. "The new standard truck-tractor, whose productivity is one-third higher than its predecessor, has the most impact on mainline shipments," says R. Azamatov, chief KamAZ vehicle designer. "It underwent a full cycle of tests prior to initiation of series production. It has travelled tens of thousands of kilometers over the country's roads." [Excerpt] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 4 Oct 80 p 1] 7869

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OCEAN AND RIVER

PORT FACILITIES OF THE NOVOROSSIYSK SHIPPING COMPANY

Moscow MORSKOY FLOT in Russian No 10, 1980 pp 10-12

[Article by N. Shulga, deputy chief of the Novorossiysk Shipping Company: "We Are Strengthening the Coastal Base"]

[Text] The persistent search for ways to increase the carrying capacity of the fleet, the wide development of socialist competition, and the change-over to the system of continuous, intercoordinated planning assured the Novorossiysk Shipping Company's fulfillment, according to all the fundamental technical and economic indicators of the plan for four years of the 10th Five-Year Plan.

In foreign navigation the plan was fulfilled by 104.2%, and in cargo processing by 107.2%.

The plan for passenger transport was over-fulfilled by 5.8%. The assignment in ship repairs (in NSO [Standard Processing Cost?]) was fulfilled by 100.3%.

The seamen of the transport fleet, by their selfless labor, achieved a saving of 29 million tonnage-days of repair time. The mean useful period of operation in the fleet was 8.7 days above the plan.

The 1979 plan for transport in foreign navigation was fulfilled by 113%. The increase in transportation services provided a growth by a factor of almost two in the income from this kind of operation.

The crews of the transport fleet in coastal navigation fulfilled the plan by 109.4%. More than 150,000 tons of national economy cargoes above the plan were transported.

The crews of the ships "Epifan Kovtyukh", "Gdansk", Marshal Konev", "Kuban'", "Gavana", Rezekne", and "Vladimir" made heavy contributions to the labor achievements of the shipping company as also did the longshoremen of the ports of Novorossiysk and Tuapse led by brigade leaders Yu. Agarkov, I. Smirnov, V. Makushev, and K. Il'yushchenko. The personnel of the mechanical assembly shop of the Novorossiysk SRZ [Ship Repair Plant] systematically achieved high indicators in labor.

The shipping company is doing much work on the development of its material and technical base.

The new deep-water pier in the port of Tuapse, which went into service in 1977, has made it possible to receive ships of the "Zoya Kosmodem'yanskaya" type. At the same time, much work was done on deepening the whole water area of the port. All this, in 1979, permitted handling 1.25% more cargo than the planned traffic capacity and the export of 2 million tons of cargoes per year.

The conclusion of an agreement about socialist competition between the longshoremen and the personnel of Novorossiyskmorstroy [the Novorossiysk Marine Construction Trust] contributed to an early introduction into service of the transhipment complex at Tuapse.

The Dry-cargo Piers At Tuapse After Reconstruction

Further development of the port is proceeding. A 10,000 square meter dry-cargo warehouse and a 120-bed hospital for seamen are being built. The existing accommodations of the Pioneer camp are being renovated, and a 1[illegible]0-bed dormitory is being built. With the introduction in 1980 of a 50-apartment dwelling house, the construction work planned for the 10th Five-Year Plan, which is being implemented by Mintransstroy [the Ministry of Transportation Construction Trust] in Tuapse, will have been provided.

The Tuapse ship repair plant has accepted for operation a casting shop fitted out with modern equipment and a warehouse for the casting materials.

An electrohydraulic installation to carry out high quality purification of ingots has begun to operate. A new 30,000 square meter complex of domestic accommodations has been built which includes a dining room seating 160.

The new 10,000 square meter block of shops put into operation in 1978 at the SRZ has permitted not only the easy accommodation of lathe operators, fitters, and assembly mechanics, but a substantial improvement in their working conditions.

For the post-drydock repair of ships, this plant now has two piers having gantry cranes with an elongated outreach of the boom. The piers have electric power, telephones, compressed air, steam, and water - all that is needed to carry out ship repairs.

In 1979, the Novorossiyskmorstroy trust, with the active assistance of the plant workers, completed construction of a center for 100 children, and started another for 160 children.

The growth of the dimensions of tankers brought about the necessity for reconstructing existing harbors and the construction of new ones with specialized areas fitted with high productivity equipment.

In 1978 a deep-water petroleum handling pier to receive modern large-tonnage tankers having deadweights up to 250,000 tons was put into operation. The pier is provided with modern flexible piping devices, lifts, mooring, and fire prevention systems. Mooring operations are automated with control accomplished remotely from a control console. The productivity of the filling and discharging systems of the new pier is 3 to 3.5 times greater than at old piers.

The construction of such a pier in the USSR was accomplished for the first time. The French firm /"Yunion Endustriel' z d" "Antrepriz"/ was appointed general contractor for building the hydrotechnical part, with a subcontracting organization, the Japanese firm /"Tokio Boeki L.t. d. "/, carrying out construction of the whole production equipment and fire prevention part. The engineering design for the deep-water pier was developed by the French and Japanese specialists on the basis of specifications issued by Chernomorniiproekt [The Black Sea Maritime Scientific Research Institute for Planning].

In 1979, reconstruction of the hydrotechnical part of the pier structures and of the transshipment complex on the western pier of the port of Novorossiysk was completed and 430 meters of the deep-water pier were put into operation. The activation of these structures made it possible,in addition, to obtain two piers adapted to receive large-tonnage dry-cargo ships. In completing this reconstruction, the port was wholly prepared for processing increased volumes of cement and also, if necessary, clinker for export.

To provide for processing through the port of Novorossiysk of wheeled equipment, a specialized pier is being built to receive roll-on-roll-off ships. The reconstruction of a pier for processing grain is continuing.

The "Sheskharis" Deep-Water Petroleum Pier in Novorossiysk

The entry into service of the new transshipment complexes and the reconstruction of existing piers in the ports of the shipping company permits a substantial increase in cargo turnover.

The construction of piers for ships of the local passenger lines is going successfully in Gelendzhik, Loo, and Anapa. To a substantial degree, that will improve service for the vacationers at the health resorts of the Black Sea coast of the Caucasus.

At the same time, contracting construction organizations called upon to build dwellings, have not coped with the prescribed plan. Therefore the management of the shipping company and the party committee directed their efforts to a supplementary construction of dwellings by an economical method. As result, after four years of the Five-Year Plan, of the 133,500 square meters of total dwelling area provided in the plan, 130,700 square meters, including 17,600 square meters by the economical method, were put into operation.

With the purpose of further expansion of dwelling construction, measures were taken to create our own more powerful construction base with an annual program of up to 2 million rubles.

A complex of buildings and structures for the first phase [lower classes?] of the Higher Marine Engineering College was built. In 1980 the college gave a start in life to the first graduating class of young specialists of the maritime fleet.

The construction of a city vocational school which will prepare specialists for the ship repair plants of the shipping company is going forward. Construction has begun of an information and computer center with a computer of recent generation.

We expect by the end of the 10th Five-Year Plan to provide in Novorossiysk a second center for 280 children, to finish reconstruction of the camp at Kabardinka for 240 Pioneers, to complete work on a camp for 360 Pioneers at Anapa, and to bring into operation the now being built 240-bed therapeutic building of the seamen's hospital.

It should be noted however, that the construction of a number of facilities has proceeded unsatisfactorily and has exceeded established norms for construction time. Thus, the construction of the marine passenger station according to the norms should have taken 25 months but, infact, we expect to accept it after 68 months.

No better is the situation on the construction of the central repair and mechanical shops of the port. The time for their construction (according to the norms for the duration of construction) expired in 1978.

Excesses in the time for construction have occurred in: work on the hydrotechnical part of the pier in Loo, in the processing facility in the port of Sochi, in the living quarters for the Tuapse plant, and in a center for water sports. The delay in the construction of these facilities is the result of violations of the periods for fulfillment of annual planned assignments by the Novorossiyskmorstroy trust.

Thus,the further development of the coastal material and technical base of the Novorossiysk shipping company in many ways depends on how construction organizations will carry out the contractual obligations they have accepted.

The great problems facing the seamen, longshoremen, and ship repair men in the concluding year of the 10th Five-Year Plan will be carried out with honor and dignity. The purposeful work of the shipping company personnel guarantees this.

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OCEAN AND RIVER

POLISH-BUILT RO/RO IN BLACK SEA STEAMSHIP COMPANY

Moscow MORSKOY FLOT in Russian No 10, 1980 p 36

[Article by A. Levit: "The First Voyage of the 'Agostino Neto'"]

[Text] Shibuilders of the Gdansk Shipyard imeni Lenin in the PNR [Polish Peoples Republic] have built a new roll-on-roll-off ship in the series of ships that began with the "Skulptor Golubkina". It was named for the first president of the Peoples Republic of Angola, the most prominent statesman of the liberation movement in Africa, Agostin'o Neto.

The motorship, which has become a part of the Black Sea shipping company, has all the qualities necessary in modern cargo ships. It has a high degree of automation, an unlimited region of navigation, and excellent conditions for the work and relaxation of the seamen.

The three cargo decks of the "Agostin'o Neto" have a total area of about 10,000 square meters, and the capacity of the cargo compartments approximates 33,000 cubic meters. More than 1000 tractors or trucks can be placed in them. The motorship can take on board up to 900 international standard containers, and large-dimension cargoes, structures, rolled metal stock and forest products can conveniently be transported on it.

The length of the roll-on-roll-off ship is 181.9 meters, the beam - 28.4 meters, and the height - 18 meters. Two engines with a total power of 15.4 megawatts allow the ship to develop a speed of up to 20 knots. The 43 man crew is led by the experienced mariner, V. Bragin.

In May, the "Agostin'o Neto", taking on a large cargo of trucks of various types, went out on its first productive voyage from Il'ichevsk. The work history of still another large-tonnage ship was begun.

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MISCELLANEOUS

FAILURE OF RAILROADS TO PROVIDE CARS TO PORTS

Moscow GUDOK in Russian 19 Oct 80 p 1

[Article: "A Unified Rhythm for Ports and Railroad Yards"]

[Text] There is much freight in the country that is hauled by mixed modes of transport--maritime or river and railroad. Hundreds of thousands of tons of pipe for the oil and gas industry, machine-tool equipment, metals, raw rubber and foodstuffs, including grain, are delivered this way. The CPSU Central Committee, attributing exceptionally great importance to coordination of the sailors' and railroaders' work, has approved the initiative of the Odessa and Leningrad transportation terminals in introducing progressive work methods. The experience and practices of these terminals' activity have become the property of many port-serving railroad yards and maritime ports. This has enabled freight handling to be greatly reduced and the use of railroad cars and ships to be improved. However, it is not like this everywhere, and not everywhere are the desired results being achieved.

A large amount of unshipped pipe, equipment and metal has now accumulated at ports. Especially intolerable is the situation that has prevailed with the transshipment of grain. During the last days of the month the Oktyabr' Railroad, the Baltic Railroad and the Odessa Railroad did not fulfill the plans for, respectively, the Leningrad port, the Riga port and the Odessa port. The export of grain from the Novorossiysk port is not being provided for. Coordinated work still is not being experienced at Klaypeda, Ventspils, Tuapse and Nakhodka. First, you see, the railroaders do not deliver the required number of readied railroad cars to the ports. Then the sailors do not cope with grain unloading. This means that it is necessary to eliminate everything that interferes with coordinated actions, to organize mutual coordination and to increase the sizes of the shipments.

In order to correct the situation at grain reloading points, the ministry has established increased tasks for each transport terminal, and higher operating plans have been set for railroads subject to empties disposition orders--the Gor'kiy, Northern, Moscow, Southeastern and Volga railroads--to send boxcars.

These tasks, although they are strenuous, are being carried out. It is necessary only to plan haulage realistically and to exert the strictest monitoring over progress in its fulfillment. But none of this is being felt yet. Take the Oktyabr' Railroad. It has more than 3,000 cars above the norms in empties and local freight. And more than 3,000 grain carriers were specially assigned to it for hauling grain. And how did the mainline cope with the task? Each day it gives the sailors 70 cars less than required, on 15 October 100 less.

The Transcaucasus mainline, having enough boxcars, loads very little grain. For example, on 15 October the sailors requested about 130 cars. But the railroaders, despite a clearly understated order, sent only 80. Incidentally, the Transcaucasus Railroad does not even fulfill the task of sending empties, under empties disposition orders, to other railroads for shipping grain. The Baltic Railroad also lags in supplying ports with empties--it falls short each day by 100 cars. And indeed, in addition to an adequate number of boxcars, it has another 700 grain carriers assigned. It is necessary to greatly improve the repair and preparation of cars for grain on these mainlines and to organize the highly effective use of specialized rolling stock, which is most valuable right now.

The level of unit-train shipping of grain should also be raised, in collaboration with the sailors. This will enable more rapid turnaround of cars for the next haul.

A serious responsibility for sending grain out from seaports on time also is vested in the supervisors of railroads that are subject to empties disposition orders. Violations of empties-disposition discipline and the phenomenon of parochialism, from which the solution of nationwide tasks suffers, cannot be tolerated.

In speaking about additional reserves for hauling grain from the ports, one must not forget about organizing the rapid release of rolling stock at unloading points. And the railroaders should coordinate their actions closely with procurement personnel in this important matter. For surpluses of cars at grain elevators awaiting loading are still very great.

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MISCELLANEOUS

TRANSPORTATION PROBLEMS IN TURKMENISTAN

Ashkhabad TURKMENSKAYA ISKRA in Russian 11 Nov 80 p 2

[Article by V. Filatov: "Use Transport Effectively"]

[Excerpts] Party and trade-union organizations that participate actively in developing socialist competition and in widely disseminating advanced experience, primarily that of collectives of the Leningrad Transportation Terminal, which has achieved precision in the labor collaboration of railroaders, sailors, truckers and river workers, have played a major role here. Collectives of the Krasnovodsk Seaport and the Krasnovodsk Railroad Yard are showing a good example. Their coordination has enabled idle car time to be reduced by 1.5 hours below the norm. Last year a 13th pier was rebuilt at the seaport, enabling shiphandling to be speeded up.

At the same time, there are important deficiencies in the work of transport enterprises that prevent the national economy's requirements for haulage to be provided for. Primarily, the lack of mutual coordination in the actions of the various services and of precision in work planning is telling. Not by far are unified flow charts for freight handling being used everywhere. Serious deficiencies are being tolerated in organizing the repair of operating equipment. Because of this the utilization level of railroad cars, diesel locomotives, trucks, load-lifting mechanisms and other transport resources is low.

A weak link in the transportation production line continues to be the unloading of freight cars. Many enterprises and organizations hold them for a long time on spur tracks. This occurs because various enterprise supervisors have not been permeated by a sense of responsibility for rolling-stock utilization and do not pay enough attention to this important segment of the work. They engage but little in the restructuring, technical reequipping and integrated mechanization of freight operations. And this is the result: idle time for rolling stock reached 479,000 car-hours above the norms, for which a fine of more than 1 million rubles was paid.

Cars stand for a long time on the spur tracks of Turkmenneft' [State Association of the Turkmen Oil Industry] enterprises that are located at the Dzhebel and Vyshka railroad yards. Through the fault of this association alone, 47,000 car-hours of idle time above the norms were incurred. In other words, 800 cars dropped out of circulation. A fine in the amount of more than 400,000 rubles was paid.

Serious claims are being made against Turkmenplodoovoshchprom [Turkmen Fruit and Vegetable Industry Association], where idle car time above the norms came to more than 7,000 hours, and for this reason hundreds of cars dropped out of circulation. The Ashkhabad Fruit and Vegetable Industry Association, the Udarnik confectionery factory, the Ashkhabad Meat-Canning Combine, building-materials combines at the Tedzhen Railroad Yard, the Chardzhou Grain-Products Combine and many others are transforming railroad cars into warehouses on wheels.

It is necessary to analyze diligently how the experience of the Leningraders in coordinating interdependent types of transport and of the Chelyabinskers in reducing idle car time during loading operations and in providing for their security at industrial, railroad and other enterprises is being used. The forms of socialist competition of interdependent elements for improving the organization of freight work at the spur tracks of enterprises and organizations, for reducing idle car time and for making effective use of cars should be improved. Success is founded on collaboration of the direct participants of the haulage production line and in wise organization of the activity of unified shifts, including the microclimate that is established in the mutual relationships among workers of the various types of transport.

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